DOUBLE SHEET

NEWS BY TELEGRAPH

The Latest from Concord and Washington. The Policy of the Next Administration.

SPECULATION'S CONCERNING THE CARBIET. PROCEEDINGS IN CONGRESS.

THE CONVENTION OF SPIRITUALISTS.

The Latest from Concord.

FALSE CABINET RUMORS—THE FOREIGN FOLICY OF THE INCOMING ADMINISTRATION—ARRIVAL OF GEN. WOOL AND O'HERS, ETC.

CONCORD, N. H., Dec. 30, 1852. No report that Gen. Pierce has fixed upon a cabinet

No report that Gen. Pierce has fixed upon a cabinet has been sent from the teigraph office, in this town, to Genator Soule Mr. Brown, or any one else. The Washfogton rumors are all humbug, and not worth a farthing. The general sentiments of the speech of Sanator Mason, of Va., in the United States Senato, on the 23d inst., it is now well understood here, indicate the policy of the new administration. I have already written you that Gen. Pierce will neither set the orange nor the head. Gen. Pierce will neither act the craven nor the headlong fillbuster. While Cuba remains a province of Spain, he will not interfere. but if any potentate attempts to take it from Spain. either by rapine or treaty, he will inere cost what it may,

. John E. Wool of New York, arrived this morning, a vielt to Gen Pierce.

on a visit to Gen Pierce.

Among the arrivals at the Eagle Hotel to-day were Hon John W. Forney and Mr. Martin, of Pa.; Hou. Charles Hughes; and James H. Shemle, of Sandy Hill, PENNACOOK. EXCITEMENT AEOUT CABINET RUMORS—THE MOVE-MENTS OF SENATOR HUNTER—THE POSITION OF GEN DIX—THE CHARGES AGAINST MR. BART— LETT, BOUNDLAY COMMISSIONER—THE CLIMS OF THE CUSTOM HOUSE WEIGHERS AND MEA-

PECIAL CORRESPONDENCE OF THE NEW YORK HERALD.

WASHINGTON, Dec. 30—8 P. M. nor that John A. Dix is to go into the Cabinet created quite an excitement amongst some of the thern men, who prophecy that such a selection would be fatal to the administration. There is some difference of opinion, however, as a distinguished Southern gen-tleman. heretofore Mown as ultra in his views, rearked, in special reference to Gen. Dix's going into the abinet, "Did we unite in battle to be separated in otory?" Thus showing that he would bear the in-

Mr. Hunter arrived here yesterday, and, without venand left for Virginia. The reason assigned by Mr. Hunter for deciaring he would not consent to go into the Treasury was, that he would not allow himself to be the nt of the misery which so many removals as

the would be called upon to make would cause.

Gen. Dix when in the Senate, declared that he w efer going as full Minister to the Italian States to any

or Preston, of South Carolina, as Secretary of Lega-

s charge sgainst Mr. Bartlett, the Boundary Commis-ner, are busily engaged in taking depositions. Mr. stilett is daily expected here.

he exact claims of the weighers and measurers in the stom House are thus stated :—These officers have alys made out their accounts under a scale of fees first coblished by the acts of 1799 and 1816. The act of 833, by admitting a large class of goods duty free, re-uced these fees so much, that in the act of 1838 it was royfied that the Secretary of the Treasury might add to air compensation provided the fees and allowance did of exceed fifteen hundred dollars a year. This was condoubte set repealed all other note inconsistent with it, and Greeft them dependent upon the provision of the acts of the partment did not sustain these claims, and so the matter

ted, under the Secretaries Walker and Meredith to sent time. Secretary Corein has been pressed to that Secretary Walker's construction of the act of 1846 was incorrect The particular case presented is that of John I. Mumford, formerly of the New York Standard. X. Y. Z.

MR. KING'S HEALTH-CONFIRMATIONS AND RE-MOVALS-THE STEAMER WATER WITCH, ETC.

WASHINGTON, Dec. 30, 1852. day's Republic. was not serious, and he hopes to be able to proceed to Norfolk in time for the next steamer. The Senate to-day confirmed William Henry Prescott,

a young South Californian of respectable literary attainments, as Secretary of Legation at the Court of St James, vice Mr Davis, of Massachusetts, resigned. Several other important nominations were made.

The appointment of Dudley S. Gregory, as Commis-

It is understood, however, that he will not accept it; and meanwhile, Major Barker has entered on the duties of the

The Senate has also confirmed the following appoint

Inents:—

John Ambler, to be United States Marshal for the Western district of Virginia.

Hiram R. Baber, to be Marshal of Missouri.

John D. Coulter, to be District Attorney of Missouri.

John D. Coulter, to be District Attorney of Missouri.

Thomas D. Condy, to be Marshal of South Carolina.

Hector C. Amea, of New York, to be Consul at Acapulco George B. Deex, special agent of the Post Office Department for New York, has been removed.

Two or three clerks in the Census Bureau have also been removed recently, and many more removals from that bureau are contemplated shortly.

The Precident has recognized Oliver O Foundl as Consul for Nicaragua at Baltimore.

The U. S. steamer Waterwitch made a pleasant and successful trial excursion from the Navy Yard to day. The Precident and several members of the cabinet, it is understood, were on beard.

PHIRTY-SECOND CONGRESS.

COMMUNICATIONS AND PETITIONS. The CHAIR laid before the Senate an invitation to attend the inaguration of the Jackson equestrian ctatus, on the 8th of January; also, the report of the Secretary of the Interior, communicating the progress made in regard to the lunatic asylum in the District of

Mr. Davis, (whig) of Mass., presented numerous pe titions, praying for a ropeal of the tax of twenty cents on

THE BRITISH MOVEMENT IN CENTRAL AMERICA

The bill relieving Charles S. Matthews. Charles Wood, and James Hall, from losees sustained in the execution of the contract for furnishing marble for the Custom louis, was taken up and debated, and then postponed.

MINIPEROTA ROAD—OREDOW SCHOOL LAPPS.

The House bill, making further appropriations for the mattruction of certain roads in Minnesota, and the House ill allowing the Secretary of Oregon to select new hool lands. in cases where the sixteen sections have sen taken up in grants to actual settlers, were concered and passed.

ion for the settlement of the accounts heremometer perterday stood at 90.

THE PROPOSED MILITARY AFFLUM AT BLUE LICE, BY.

Mr. Jones. (whig) of Tenn. off-rad a resolution, which
was adopted, calling for the report of the board of officers
who visited Blue Lick Springs and other points, for the
selection of a spot for a military asylum.

EXECUTES ABSOLUTE ADMINISTRATE.

NO QUORUM PRESENT.

eing present.
Mr. Draw said-Without a quorum we cannot adjourn

Mr. Dungan announced that Edward P. Little, (dem.) of Mass, elected in the place of Orin Fowler, deceased, ent with the proper oredentials, and des

then advanced to the Speaker and affirmed to supporte constitution of the United States.

THE EQUESTRIAN STATUS OF JACKSON.

The SPEAKER laid before the House an invitation to

attend the inauguration of the bronze equestrian statue of Jacksen, on the 5th of January
The Journal READ—EXECUTIVE COMMUNICATIONS, ETC.
The House was called—one hundred and thirty-four manaberr appearing. The journal of yesterday was then

member appearing. The Journal of the Reason in the Strange is in the Executive Department, of no especial public interest; also the organic laws of Utah and Minnesota, and journals of the legislative assemblies of these territories and Oregon, which were all appropriately re-

tories and Oregon, which were all appropriately referred.

THE STEAMBOAT LAW.

MI SEYMOUR Of New York made an ineffectual effort to take up the Senate's joint resolution amendatory of the steamboat act of last seesion.

AR ADDOURINEMENT TILL MORDAY DECIDED UPON.

Mr. HUWERS, (whig) of Ohio, moved that when the House adjourn it adjourn til Monday

Mr STANTON. (whig) of Ohio, hoped not, saying that to-morrow many private bille can be passed.

The motion was, however, agreed to

THE REPORTS OF COMMITTEES.

The House rejected the resolution heretofore offered, that it shall be the standing and special order of the House, after to day, to call the committees for reporte until all shall have been called, provided no bill or resolution reported under this order shall be put upon its passage, naises by the unanimous consent of the House; and any bill reported and preposed to be put on passage, if objected to, may be withdrawn by the gentleman reporting it.

Several gentlemen wanted to introduce proporitions, but objection was made, and at half-past one the House adjourned.

The Spiritual Convention at Boston.

irg. The proceedings to day, consisted of reading very studid communications purporting to come from spirits, and a discussion as to whether individual spirits could be identified, and a relation of marvellous spiritual phe-nomena, as divulged through mediums. Four or five hundred persons were present at the evening session.

DECISION IN THE PROVIDENCE LIQUOR CASE—THE . LAW PRONOUNCED UNCONSTITUTIONAL.

The case of William H. Green versus the city of Pro-vidence, for the seizure of certain liquors brought be which were condemned by the court of magistrates. decided by Judge Curtis giving his opinion that the law of this State under which the property in the case was condemned, is unconstitutional, because there was no sufficient complaint and, secondly because the plaintiff was deprived of his property by a criminal prosecution, in which he neither had nor could have a trial by jury, without submitting to conditions which the legislature had no constitutional power to impose. The court also thought the order not simply veldable but abselutely void the magistrate having no jurisdiction over the proceedings, and they gave judgment for the plaintiff on the demurrer, with nominal damages.

THE MAINE LIQUOR BILL INDEPINITELY POST-PONED BY THE NEW HAMPSHIRE LEGISLATURE. FROM OUR SPECIAL CORRESPONDENT. Coxcoup. Dec. 30, 1852

poned the Maine Liquor Bill by a majority of nineteen, the vote being 147 yeas to 128 mays.

Arrival of the Falcon at New Orleans. LARGE AMOUNT OF GOLD ON ITS WAY TO NEW YORK.

NEW ORLEANS, Den 28, 1852. Belies on Sunday erroneously reached this port to-day having left Aspinwall on the 21st inst. She brings the

dust, and 150 passengers.

The news from the 1sthm us is unimportant. The steamship Georgia left Aspinwall for New York on the 20th, with \$2,500,000 is gold, and 300 passengers

The Storm in the West. THE RAILROAD LINES-THE PLOODS, MTC.

CINCINNATI, Dec 80, 1852 The recent suspension of the western lines was on essioned by heavy freshets on the Miami and White-water rivers, and the inundation of a large extent of the Lower Mississippi, rendering the roads impassible, and doing very extensive damage. The breaches have been temporarily repaired until the water subsides, but it is

The river has failen one foot at this point, and both the railroads are in operation again.

Louislana State Election.

New Onleans, Dec. 28, 1852. The whigs of New Orleans conceds that the democratic State ticket is elected. Mr. Hebert's (dem.) majority for Governor in this city is 1,263.

Items from Baltimore,

FALSE TELEGRAPHIC FOREIGN NEWS-CHOLERA AT

APALACHICOLA—ADJOURNMENT OF THE NOBTH CAROLINA LEGISLATURE, ETC. BALTIMORE, Dec. 30, 1852. We have no mail this evening south of Savannah. Fabricated news by the Canada was sent South from

Baltimore, announcing that cotton was firm and un-Montgomery, and Columbia. The Charleston Courie exposes the imposition, and cautions editors and factor against relying on any reports except those emanating from agents of the New York Associated Press.

The prevalence of cholera at Apalachicola has been greatly exaggerated. But twenty-one deaths had octurred from the disease.

The first consign ment of Western produce designed for

the Baltimore and Obio Railroad has arrived at Wheel ing, from Louisville. It consists of 400 barrels of flour. The North Carolina Legislature adjourned on Monday inst, without electing a United States Senator.

From Boston.
DESTRUCTIVE FIRE AT SOUTH HOSTON-MUNDERER
TO BE EXECUTED.

Borrow, Dec. 30, 1852.
The American glass works, at South Boston, owned by P. F. Mane, were totally destroyed by fire last night about ten e'clock—lose \$100 000; in wredgtor \$18,000, in the Cheles and Worcester offices. Four hundred men and beyo

James Clough, convicted of the murder of Gideon F. Manchester, a police officer at Fail River, in July last was this morning sentenced by Chief Justice Shaw to be hung—the sentence to be executed at the expiration of one year's imprirenment, on such day as the Governor

shall appoint. PROTOGOGICAL Unservations, by MORSE's LINE, OFFICE BACKMEY NO. 354 WALL STREET. Tremsoav. Dec. 30, 1852. Burrate, 9 P. M.—Wet, rainy evening. Wind south west. Thermometer 28. Barometer 29.40.

west. Thermometer 20. Barometer 27.10.

ROCKHETER, 9 P. M.—Wet and disagreeable evening.
Wind southwest. Thermometer 37. Synacter, 9 P. M. Gloudy; trying to min. Wind Urica. 9 P. M .- Cloudy. Wind southeast. The

O sing to Sunday Intervening between the departure of the Canada from Liverpool, and the Franklin, there is but little commercial or political news.

The opposition throughout England to the tory ministry was on the increase, and there was no doubt, if the government did not withdraw the budget for re-nonside-ration and amendment, they would be defeated in the Mouse of Commons, and a resignation would necessarily

Great activity prevalled in the manufacturing di

The West India mail steamer Teviot arrived at South ampton just as the Franklin's mails were leaving.

The following are the passengers by the Franklin Mr. and Mrs. Gaecell, sixichlidgen, and corvant, Mr. and Mrs. Gaillarde: Mr. and Mrs. Recaud. Messrs. Leceste, Mr. and Mrs. Rocaud. Messrs. Leceste, Mr. and Mrs. Rocaud. Messrs. Leceste, Mrs. Gaillarde: Discouler and sen, Bronsen, Rechee, Hauser Drechkin, Sciagy, Vaillow.

Active but unavailing efforts have been made to get ver the balance of the Franklin's news, the line beyond Calais being out of order.

Death of the Marican Consul at Hallfax

HALIFAX, N. S., Dec. 29, 1852. Mr. Livingston, the United States Consul at this port, died on Sunday, and was buried this afternoon. The esptain and other officers of the Franklin, with the pas engers, attended the funeral. Minute guns were fired

Biarko S.

New Obleans. Dec. 27—Noon.

Cotton—Sales this morning were 7,000 bales, at a decline of \$\frac{1}{2}\$C. a \$\frac{1}{2}\$C. eince the receipt of the Canada's news. Bloe and coffice are very active; 11,000 bags of the latter were sold te-day, at 9c., including two entire cargoes. Flour is still advancing; Obto now sells at \$5. Mess pork is at \$18 Corn. 50c Freights are decilining; cotton is taken for Boston at 1c.

New Obleans, Dec. 30, 1852.

Cotton has been animated to-day, 20,000 bales having changed hands at \$\frac{1}{2}\$C. Age. advance; strict middling is quoted at \$\frac{1}{2}\$C.

The sales of cotton to day were 7000 bales, at unchanged prices Middling is at \$\frac{1}{2}\$C.

Dealers are anxiously expecting the Paritie's news. Freights are decilining; cotton is taken for Liverpool at 11.166.

Concennant, Dec. 30, 1852.

Produce and provisions are drooping. Hogs have declined to \$6.50. Freights to New Orloans are at 40c. for flour. and 50c for pork. Eastern exchange has de clined; New York sight, 1/2c. discount a par.

WASHINGTON, Dec. 26, 1852. Enquiries Made by Admirat Seymour as to the Authority of Officers of the Navy to Enforce the Fishery Convention-The Made of Dealing with American Fishermen Entering British Harbors, and their Right to Fish at the Magdalen Islands Report of the Crown Officers in Reply, with Reference to the Subjects Submitted for their Decision.

I have just obtained a copy of certain legal quesdons, received by Vice Admiral Seymour, and submitted to the law officers of the crown in England, touching the right of officers of the British navy, to carry into effect the convention of 1818; together with that of the report of the legal advisers of her Majesty on the subject, which were received at Halifax by the November mail.

The first of these inquiries was, whether, under the imperial act of 1819, the commanding officers of her Majesty's ships require any commission from the Governors of the colonies for that purpose, or whether the instructions under which they are acting, from the imperial government, are sufficient to enable them to enforce the terms of the convention. In connection with this query, the Admiral states that "the fishing vessels of the United States are found in great numbers in the harbors of Cape Broton, New Brurswick, and those of Prince Edward Island, where they remain on Sundays, the men landing in great numbers; which leads to illegal traffic, and to an undue influence over the inhabitants, and who from their numbers are beyond control." the Governors of the colonies for that purpose, or

Secondly-Such entry not being included under the causes admitted by the imperial act of 1819, oan a vessel be seized for the contravention of that act? or if she remains or returns after receiving due notice to depart? or is the offence or ly punishable under the Provincial act, to the penalty therein

prescribed?
Thirdly—Whether United States vessels found fishing from the shores of the Magdalen Islands, or in drying or curing fish on the said island, shall be seized, and whether with or without warning, for the

in drying or curing is on the sate rains, shank seriezed, and whether with or without warning, for the infraction of the treaty?

The Admiral states that it being agreed by the convention of 1813 that the inhabitants of the United States may take fish on the shores of the Magdalen Islanda, the crown officers in 1841 gave it as their opinion that they have no right to land on those islands, or to conduct the fishery from the Nova Scotia shores; netwithstanding which, intractions had been issued by successive commanders in chief on the North American station since 1828, "that practical interference with the United States fishermen on the Magdalen Islands should be avoided, although their right to fish from the shores, or to dry or ours their fish there, should not be acknowledged."

The Admiral further inquires whether an American fishing vessel has a right to enter a harbor of

The Admiral further inquires whether an Amorican fishing vessel has a right to enter a harbor of Nova Scotia in severe weather, and afterwards proceed to sea without purchasing wood or water; or is she liable to seizure under existing laws!

Secondly—If an American vessel approach within the limit, and violate the terms of the convention and the existing laws, and escape beyond three miles, can she be there seized by a Previncial outtor, on the high seas!

Thirdly—Can a vessel commissioned by the Province of Neva Scotia enforce the regulations of the King in Council, passed in 1836, in the waters around Nova Scotia, New Brunswick, or Prince Edward island; or can a cutter commissioned by the Governor of Nova Scotia enforce the imperial act of 1819?

Te these queries the crown officers reply, that

Governor of Nova Scotis enforce the imperial set of 1819?

To these queries the crown officers reply, that they are of opinion that the commanding officers of her Majesty's ships are empowered to seize American vessels if found fishing, or to have been fishing, or preparing to fish, within the prescribed limits, and that they de not require any commission from the colonial Governors to carry out the stipulations of the convention of 1818; but they may, by virtue of their instructions, enforce the terms thereof, by interrupting intruders, warning them off, and compoling them to desirt from fishing.

Secondly—That vessels of the United States rescring to British harbors in violation of the convention, but without taking, curing, or drying fish, cannot be seized by her Majesty's naval efficers; but that such offence is only punishable under the act of 1819, which provides that any person offending against its previsions shall forfeit the sum of £200. Whether persons se offending may or may not be

with extreme caution

Third—They think that, under the colenial act of
Nova Scotia and the order in council of 1836, "the
right to enforce the regulations in question is limited to the officers specified in that act, and to the
counts of that colony; and that it cannot be exercised beyond those limits by any vessel commissioned by the Governor of Nova Scotia only.

W.

The New Trenty with Peru. TO THE EDITOR OF THE HERALD, NEW YORK, Dec. 29, 1852.

I have received by private hand from Lima, a copy of the treaty of commerce and navigation, as ately ratified between the United States and Peru. Presuming your time well occupied, so as hardly to be enabled to give it the attention it deserves, I would draw your attention briefly to a few of its most important features. When we reflect that this is the third treaty which was endeavored to be made between the United States and Peru-the other two having been entered into here at Washington by the Poruvian representative, and afterwards rejected by the Peruvian Congress-and that this was finally concluded by our representative in Lima, Hon John Randolph Clay, upon whom our government has pleased to confer full powers in the premises, and whose first attempt was successful, it certainly shows that diplomacy for which Mr Clay has ever and deservedly been noted. Were your columns not always well filled. I should be pleased to speak at large of the high reputation which Mr Clay epjoys abroad, and the warm feelings which he always engenders in the hearts of his countrymen, whom he ever welcomes with a hospitality which the pittance vouchsafed by our government cannot warrant, without considerable expense to himself individually

to himself individually.

This treaty, you will perceive, is upon the same general principles of international law upon which our treaties are based with the most favored na-

At. 4.—Provides that all local charges upon vessels of two hundred tone and upwards, of each nation in the ports of the other, shall be no greater than is charged by the government of each upon its own vessels in the same ports respectively

Art. 5.—Provides that no other charges or different manner of paying duties shall be made on articles of marchaedise and commesce, lawfully imported into either country in vessels or the other party, than if so imported in national vessels.

Art 10 is an important one, and should awaken some of our capitalists here, when it is considered that the travel or the Pachic is increasing daily.

For article 12.—Mr. Clay deserves the thanks of a large

For article 32 — Mr. Clay deserves the thanks of a large perilen of our citizens, especially in and near New Bedford; and hereafter the ports of Peru will be found a convenient and profitable rendezvous for our whallog vessels, where, heretofore, the Chilian ports have been the favorites

Art. 13 does away with the necessity of having custom house clerks agents &c. resident in the ports of Peru, which has heretofore been customary and, hereafter, every captain can transact his own business. In fact, the whole treaty, though short, is comprehensive, and I think would be a valuable asquisition to your columns, for which reason I send it to you; and as I am in the habit of receiving privately frequent communications from Lima, I will, as I have heleofore done, sand you, from time to time, whatever may be deemed important, if acceptable IREMARKS — We thank our correspondent for the

[REMARKS -We thank our correspondent for the bove, and for a complete copy of the treaty Any intelligence he may send will be very acceptable -

The Russ Pavement in the Bowery. The Russ Pavement in the Bowery.
The Committee on Streets, to whom was referred
the snnexed petition of Messrs Russ & Reid.
Respectfully report—That, impressed with the imnor ance of the question submitted for their consideration, they have given more than ordinary
attention to its examination, and they trust that
the results at which they have arrived, as presented
in their report, will be found small sustained, not
only by the experience of legislation upon that subject in this city, but in other cities and countries
The first question that presented itself to the censideration of the committee was, whether the present system of cobbie stone pavement was adequate

sideration of the committee was, whether the present system of cobble stone pavement was adequate to the wants of the great thoroughfares emocaced in the resolution of reference. This question is one of wide extent and grave import, effecting as it does not only the streets under consideration, but all great thoroughfares

Provious to the introduction of the pavement known as the Russ pavement, in 1846, the only pavement in general use in our city was the ordinary cobbleatone pavement. For many years prior to that period, it had been a master of general observation that the cobble stone pavement was wholly unfitted for use in the prominent thoroughfares. The constant necessity of repairs not only subjected the city to enormous yearly expense, but it was a source of continual anonyance by the interruptions that the progress of these repairs. As the ruptions that were occasioned to the business of such streets during the progress of these repairs. As the paving stones were necessarily laid upon a bed of sand, the constant wear and pressure occasioned by heavy volucles, caused the sand to work up between the stones, destroying the uniformity of the bed of the street, and covering the surface with earth, the removal of which constituted the greatest item of expense in ceaning the streets. It was found necessary, in practice, to replace this constant waste of the materials forming the bed of the street several times a year, and for that purpose, a large amount of sand was constantly required to elevate the surface of the street to a proper pitch, which, from the constant use of the street, had again to be cleaned from the surface and carried away, at a great expense to the city

from the constant use of the street, had again to be eleaned from the surface and carried away, at a great expense to the city

Feeling the necessity for an improved system, the Common Council were induced to try wooden bleck pavement, to which public notice had been attracted by experiments in other cities. This experiment proved unsuccessful, owing to the perishable quality of the materials employed; and it soon became necessary to substitute the cobble stone pavement in its place. A variety of plans were at different times presented to the attention of the public and the Common Council and their merits zealously urged. But these plans exhibited more ingenuity than practical skill in that department of mechanical art. At length, in the year 1846, Mr. Russ presented for public consideration the project? rpaving the principal streets and the roughfares with blocks of granits, resting upon a bed of concrete. To afford a practical test of the merit of this pavement, a portion of Broadway, between Chambers street and Reade street, was laid by the Mr. Russ, at his own expense, under the authority of the Common Council. The stone comployed in this work, and in the work subsequently laid by Messrs. Russ and Reid, was as lacted with great care, and is of the finest and most durable quality. The experimental pavement thus laid, has now been in use for a period of seven years, during which time no repairs have been required and no expense has been incurred. The success of this piece of pavement induced the Common Council to extend the work until provision has been made for the pavement of Broadway its entire length to Union Park, and the greater part of the work has already been completed, and the contractors ar

TWO DAYS LATED FROM EUROPE,
BY THE
Franklin, at Halifax.

Increasing Opposition to the British Ministry.

Arrival out of the Asia, and Departure of the Washington.

Halifax, Dec. 29, 1892

The U. S. mall steamably Frankin, Oapsta Wetton, from Southampton for New York, put not reversely to the Asia, and Departure of the Washington.

Halifax, Dec. 29, 1892

The U. S. mall steamably Frankin, Oapsta Wetton, from Southampton for New York, put not reversely to the Asia, and the Frankin of the Hissain o ment on Broadway has accordingly been laid with groved blocks, and they have been found to furnish a better surface for horses than any other pavement. If your committee felt at liberty to occupy the time and attention of the local to that extent they could show most clearly, by a statement of facts and figures, that the Russ pevement in Broadway is far more economical than the ordinary pavement. But these facts are so generally understeed and admitted, that it is unnecessary to dwelf upon them. Your committee are satisfied as to the durability of the work; the pavement between Reads and Chambers street a portion of the street, having been laid for so many years, and exhibiting now no evidence of becoming worn, and to all appearance likely to last for a long series of years without the necessity of any expenditure for repairs.

It is well known that the application of block pavement is not confined to New York, but that It has neen generally used in the principal cities of Europe, and in several of the cities of our own country; but not with equal success as in our own city. Your committee, in this connection, would state that they consider the use of a bed of concrete, as taid by M. sars. Russ & Reed, to be one of the most valuable features of this pavement, and to this is to be mainly attributed the durability of the work and its freedom from liability to constant repairs.

Block pavements have been used in Boston, Philadelphia, and other cities, and in our own city, without the foundation of concrete, and have been cound inadequate to the necessities of the travel through great thoroughfares. In view of these facts, your committee have concluded, in common with all who have reflected upon the subject, with the aid of practical experience, that the block pavement upon concrete foundation, as laid by Messrs. Russ & Reid, is, in point of economy and convenience, superior to any other in use, and unlikely to be superseded by any other in use, and unlikely to be superseded by any other plan employing the material

with rafety and economy be deferred to a future time.

On the one hand was to be considered the expense, Lecessarily large, to be incurred in the enterprise, and on the other hand the ultimate saving, from the increased economy and convenience.

Your committee have weighed these considerations carefully, and while they have been unwilling to aid in involving the city in any un vise expenditure of the public moneys, they have been unable to controvert the facts to which the experience of the past clearly points, and which establish the economy of this pavement for all great travelled thoroughfares. The street embraced in the resolution forms one of the greatest arcries of the city, second in importance to no other. Chatham street is narrow and irregular in its grade, and yet forms the channel through which simest the entire travel of the section of the city lying to the east of Broadway, flows to the centres of business. The interruptions that have for several years past been conscioned to this immense travel, from the obstructions conscioned by the condition of the pavement in this street, have been a matter of unusual complaint, and seriously affect the value of property in the easterly part of the city.

been a matter of unusual complaint, and seriously affect the value of property in the easterly part of the city.

Your committee are satisfied that the condition of this street, and the interests that are connected with it, imperatively demand that it should, without delay, be put in a proper condition for the accumedation of its travel. To delay this work would be an actual injustice to the inhabitants of the casterly section of the city, who necessarily suffer the inconvenience of a narrow and crowded thoroughfare, and who should not be compelled to bear the additional disauvantage of its being the worst paved of any thoroughfare in this city.

With regard to the Bowery a variety of consider ations have been presented to the minds of your committee. This is the most important business street above the Park; both its local business and through travel are very great, in addition to which it is occupied by a railroad throughout the greater portion of its long b, which is used by two companies, doing an immense business in the transportation of passengers and freight, and occupying the street by an almost uninterrupted succession of cars possing in the one or the other direction. The

sation of passengers and freight, and occupying the street by an almost usinforrupted succession of cars passing in the one or the other direction. The most serious objection to the use of rails in the public streets results from their combination with cobble stone pavement. It is necessary, in order to turn off the water from the surface of cobble-stone pavement, so as to prevent its working into and destroying the bed upon which she surface of the street rests, to give the surface of the street a steep pitch town de the eidewalks; as the rails are necessarily laid in the centre of the street, and on a level, the pavement pitches very rapidly from the outside rail to the gutter; rehicles driven along outside the rails are thus running constantly upon an inclined plane, which, where they are heavily loaded, is a serious annoyance, and tends greatly to injure not only the vehicles, and to increase their draught, but to estroy the roadway itself. Again, a cobble-stone pavement should form an unbroken arch, exsome payement should form an unbroken arch ex-sending from sidewalk to sidewalk, so as to distri-bute the pressure uniformly throughout the whole artisce and to give uniform vibration to every part of the surface. This is impossible in the Bowery, or in any other street in which rails are laid.

One advantage of Russ & Reid's pavement, in one harding of Kuss & Reid's pavement, in combination with rails, consists in the fact that the whole rurface of the street may be made constant and level, or nearly so, so that every part may be conveniently used by vehicles of the greatest burden.

Another convenience is, that it does not, like the cobble stone pavement, form holes along the lines where it unites with the rails, but retains a constant

and even surface
From causes above mentioned, paving the Bowery From causes above mentioned, paving the Bowery has been a source of constant experse to the city, and onless some improved metaod is employed, bids fair to be an increased source of expense in the

future.
In view of the foregoing considerations, your committee have unanimously come to the conclusion that the pavement of the streets in question with Mesers Russ & Reid's pavement is a matter of great and in mediate public necessity, and that to pesting the commencement of the work, or to dalay its completion, would be found in the end the poor-

ost economy

That the work should be commenced with all con-That the work should be commenced with all con-variest despatch, and prosecuted as rapidly as its nature will admit of Although a considerable period of time will necessarily be consumed in the completion of the work, yet a due regard to econo-my, and the converience of the public, in the opinion of your committee, requires that immediate arrangements should be made for commencing the whole work, and urging its completion as early as tracticable.

Your committee, therefore, recommend the adop-tion of the following resolution,—

Your committee, therefore, recommend the adoption of the following resolution,—

Regolved, That the Commissioner of Repairs and Supples be, and he is hereby, an aborized to enter into a contract with Russ and Reid for the construction of the "Russ pavement" through Park row, Chatham street, the Bowery, and the Fourth avenue, around Union square, to units with the termination of the Eccadway contract, the entire width of the carriageway, from curb to curb—the work under said contract to be commenced at Broadway and Park row. The superstructure of said work to be composed of signite, or trap rock, from five to twelve inches wide, and from nine to eighteen inches long of a spitorm depth of eight inches, and feut so that there shall not be a veriation of more than one inch on any side or surface of each block from the square when supplied. The superstructure to be laid with the blocks at a right angle with the line of the street, eimitar to that recently laid at the Bowling Green, acjoining the intersection of Morris street and Broadway; and each block grooved at right angles with the line of the atreet, in such manner that the space between the grooves and the joints shall not exceed six inches, said grooves to be not less than one and one quarter inch wide on the stringe, and not less than three quarters of an inch deep, decreasing in width to the bostom of the groove, so as to form two equal sides of a triangle, at the entire cost of six dollars and fifty cents per superficial square yard, all old materials to belong to the contractor; and that the sum of fifty thousand dollars be, and the same is hereby, appropriated for the work to be done on said contract in the year 1853. Signed

THOMAS WHELAN, Committee on Streets.

EXECUTION.—John Carminste, a Spaniard, whe

Execution.—John Carminate, a Spaniard, whe was sentenced at Jackson, Miss, for the murder of Joseph Otto, a Frenchman, will be hung to day.

THE GOVEN NOR TAKES THE CATH OF C SATURDAY, JAN 1.

Comptroller, Treasurer, Attorney General, State II and Surveyor, and the three Canal Commissioners Canal Board were elected for 1851 on the State ticket, of whom five are democrate and one whig. The Governed Lieutenant Governor was elected last year for years. The State officers, except the Canal Commissers and Inspectors of State Prisons, who are elected three years, are also chosen for a term of two years.

William G. Angel......Term expires Jam. 3, Henry Storms.........do. Darius Clark do. 1986.

The salary of the Secretary of State and Comptroller is \$2,500 each; Treasurer, \$1,500; Attorney General, \$2,600, Engineer, \$2,400, Canal Commissioner, \$1,700; Inspeciors of State Prisons, \$1,600 per annum.

COURT OF APPEALS FOR 1852.

S. H. Ruggles, Chief Judge,
Addison Gardiner,
Freeborn G. Jewett,
Alexander S. Johnson,
Henry Welles.

Freeborn G. Jowett.
Alexander B. Johnson,
JUDGES OF SUPERME COURT.
First District.
John W. Edmonds, N. Y'k.
Henry F. Edwards, do.
William Mischell, do.
Robert H. Morris, do.
Robert H. Morris, do.
Robert H. Morris, do.
Second District.
Nathan B. Moras, Brooklyn,
Seward Barculo, Po'Reepsie,
John W. Brown, Newburg,
Beiah B. Strong Br'khaven,
Third District.
Mablone Watson Catskill.
Amane J. Parker, Albeny,
Wim B. Wright, Monticello,
Fe Harris, Albany,
Fourth District.
John William, Sar. Springs,
A. G. Hand, Elinabethtown,
Dernel Cady, Johnstown,
Oerneltus L. Allen, Salem.
Aggregate of Judges of Supreme Court, 23 demograts,
whigs, I vacancy.

Legislature.

The following is a list of the members of the Legisture. The pay of members of both Houses is 38 a day one hundred days—the constitutional limit of

The Senate is composed of thirty two members elected in 18t1 for a term of two years.

Dist.
Dist.
Dist.
17. Henry B. Bartlett.
18. Harmon Beunett.
10. Berj Huntengton.
20. James Platt.
21. Ashby Davonport.
22. James Musicoc.
23. Nathan Bristol.
24. William Boach.
25. Josiah B Williams,
26. Francis B. E. Corns.
27. Micajah W. Kirby;
28. Alonso S. Upham.
29. Myeon H. Clarke.
30. John J. McEllesien.
51. George R. Babceck.
32. Etisha Ward. Dist.

1. James B Cooley.

2. John Vanderbilt.

8. William Mc Murray.

4. Obustan Nescomb.

5. James W Backman.

6. Edwin D. Morgan.

7. Abm B. Congse.

9. John H Otts.

9. Kathaniel Jones. . Rathaniel Jones.
. George T Pierce.
. Mzer Tuber.
. Wm H Van Schoonle.
. Daniel S. W.

Whige.

eight members, elected annually.

12 Daniel B. Taylor,
18. William Taylor,
14. Solomon P. Noble,
15. Thomas P. St. John
16. Russell Smith

CAYUGA.

William Hayden.

Toronce J Kennedy,
Mathias Hutchin 1. Alongo B. Case,

1. Walter L. Session.
2. Jaremiah Ellsworth Biram W. Jacksen.

Silas M. Burroughs, (Ind) Henry A. Dubois, Alonzo Chamber Ashbel Patterson. Charles 8 Rogers, Daniel Stewart.

 Jenks J. Sprague,
 John C. Spafard. 1 John S. Emans, 2 James H. Wocke 3. Augustus Martin Nathan A. Howes. Silvanus S Smith. 1. Almon M. Clapp. 2. William T. Bush, 3. Israel N. Ely, 4. Nelson Welch.

Henry De Hart.

1. William Cary, 2 Henry Holmes. 1. Elijah P. Bushn 2. Darius Winaps. WILLIAM VAN Vran James Grifford, De Witt C. West, Charles Smith,

Sterling G. Hadley.
STRUMEN.

1. Dryden Henderson,
2. John McBurney,
3. Henry M. Bouton, 1. Nisholas P. O'Brien, 2. George A. Searing, 3. James H. Mutchinge 1. A. H. Gardiner, 2. William H. Ludlew Seymour Green. LIVINGSTON, Amos A. Hender Abraham Thomas I. Chatfield.

1. David Grocker, Jr., 2. Ebenezer S. Marsh. Marsena Tempie 1. John Lounebacy. 2. Nathaniel H. Dabois 1 Lyman Payne, 2 Orlando Hastings. 3. James O. Pettingil WARREN. Richard P. Smith.

1, Charles R Ingalis 2. Senuel S. Beman. Abraham N. Van Alexandre Vonk
Fred W. C. Wedekind,
Z. Henry M. Howard,
Z. Joseph Rose, Jr.,
Boburt D. Livingston,
G. George F. Alden,
G. Bartholemew T. Gilmore
T. Jacob S. Miller,
S. Moreo D. Gale,
G. Erustus W. Glover,
Henry Shaw.
II. David O'Keefe, Jr. Alonzo B. Rose.

De Witt C. Standy

THE PETRIFIED HAPPY FAMILY.—The Echo the Valley, of the Pyreness, announces that a very intecting discovery has lately been made in the neighborhed of Begnores. It is a cavern filled with the petrified mains of hy enns, tions, panthers, and other animals.